BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting
DATE OF CONFERENCE: August 21, 2019
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT
Matt Urban
Sarah Large
Ron Crickard
Andrew O'Sullivan
Brian Wilmont
Wendy Johnson
Dan Prehemo
Wendy Johnson
Kathy Corliss
Marc Laurin
Arin Mills
Dave Silvia

ACOE
Mike Hicks

EPA
Mark Kern

NOAA
Mike Johnson*

NHDES
Lori Sommer
Dale Kierstead
Kristin Duclos
Stephanie Giallongo
Dave Price

NHF&G
Carol Henderson

NH NHB
Amy Lamb

Consultants/Public Participants
Christine Perron
Noah Elwood
Darren Benoit
Greg Cantave

*teleconference in

PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH: *(minutes on subsequent pages)*

(When viewing these minutes online, click on a project to zoom to the minutes for that projec

NOTES ON CONFERENCE:

Finalized the June 19, 2019 and July 17, 2019 Meeting Minutes

Londonderry – Stonehenge Road
*No NHB provided – Amy Lamb
No minutes submitted to date.

Hanover, #41963 (Br. 026/056)
Tim Boodey from the NHDOT Bureau of Bridge Maintenance presented this project. A slideshow with pictures was used to detail the proposed work. The project will take place at Hanover 026/056 NH10A over the Connecticut River. This is a 465' span steel girder, concrete deck bridge constructed in 1998. The project proposes to repair erosion and undermining of the bridge abutment in the southeast corner caused the discharge of storm water from a 48" concrete pipe. The area previously had rip rap installed. The project will install geotextile and gabion blankets at the outfall of the drainage pipe to prevent further undermining of the bridge abutment. Other areas will have fill and rip rap reinstalled. The work will be done be lowering material down from the bridge and mostly by hand. A delineation of the area was shown. There were no hits from the NHB data check tool and no tree clearing is planned. There is a bridge preservation project planned on the bridge in the next three years that will evaluate the effectiveness of this repair and address as needed.

The proposed baskets are 9" thick. Lori Sommer stated that area was previously disturbed and is replacing rip rap that was already there so no mitigation is required.

Kristin Duclos stated that a justification for using gabion baskets and hard armoring will need to be included in the permit application.

**NHB19-2554 no impacts – Amy Lamb*

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Grantham, #40768 (Br. 106/116)
Tim Boodey from the NHDOT Bureau of Bridge Maintenance presented this project. A slideshow with pictures was used to detail the proposed work. The project will take place at Grantham 106/116 I-89 over Skinner Brook. This is a 33'span, two cell concrete box constructed in 1959. The concrete where the abutments meets the wing walls is cracked and deteriorated. The project proposes temporary impacts to install cofferdams at each corner to repair the concrete down to the footer and concrete invert. Repairs will be made flush with the existing concrete. No tree clearing is anticipated. There were no hits on the NHB data check tool. Due to the nature of this project (temporary impacts, no effect on the capacity of the structure) Lori Sommer stated no mitigation would be required and Kristin Duclos did not have any concerns.

**NHB19-2555 originally mapped north of actual project area. Resubmit! A not hit letter is expected to be generated. –Amy Lamb*

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Barrington, #41988 (Br. 075/122)
Tim Boodey from the NHDOT Bureau of Bridge Maintenance presented this project. A slideshow with pictures was used to detail the proposed work. The project will take place at Barrington 075/122 US 202 over the Isinglass River. This is a 53' span concrete tee beam bridge constructed in 1934 and is currently on the Department's Red List due to the poor condition of the deck and superstructure. The project will replace the deck and the concrete tee beams. There is minor work to the abutments and wings planned that will not expand the footprint of the structure. Temporary impacts will be required to access the structure and install temporary staging. There were hits on the NHB data check tool. The correspondence with NHB and NH Fish and Game is not yet complete, their comments will be incorporated into the permit application.
In response to questions, Tim stated that the project would be constructed using alternating one way traffic controlled by temporary traffic signals. He stated he start the communication with NHB and NHF&G. The existing streambed material is cobbly and there is ledge in the area of the bridge. Lori Sommer stated that no mitigation was required and the NHDOT had to keep the LRAC in the loop regarding the project.

**NHB19-2549 climbing hempvine (Mikania scandens) in vicinity of project area, as well as Banded Sunfish, Blanding's Turtle, Bridle Shiner, Spotted Turtle, and Wood Turtle. Additional consultation requested: "There is a rare plant species documented in the vicinity of the project. Please clarify the limits of work with a site plan and detailed project narrative. We are particularly interested in impacts to vegetation and/or the riverbank. Please send the requested information to me at Amy.Lamb@dncr.nh.gov. Please contact the NH Fish & Game Department to address wildlife concerns." –Amy Lamb*

This project has not been previously discussed at the Monthly Natural Resource Agency Coordination Meeting.

Gilmanton, #2019-M315-1
Arin provided an overview and map of the proposed work on two culverts along Route 129 in Gilmanton. Culvert #1 will replace an existing 24" X 44' long concrete culvert in-kind and drains an adjacent emergent marsh into Rollins Pond. Culvert #2, located just south of Culvert #1, will extend the existing stone box culvert by 4' on the outlet side. Culvert 1 is a Tier 1 stream, while Culvert 2 is a Tier 2 stream and both drain into Sanborn Brook to the south.

Arin described Culvert 1 is located adjacent to Rollins Pond which drains an emergent marsh under Route 129. David explained the concrete pipe is separating due to heavy truck travel on the roadway. A basic work description was provided to include installation of a sandbag cofferdam to stop the flow of water and remaining water will be pumped out. The work will be phased to allow the roadway to remain open, and half the pipe will be installed at a time. The roadway will be opened to a width of 8' to allow for a trench box to maintain a safe work environment. The sandbag cofferdam and erosion control will then be removed and the flow of water restored.
Arin provided a summary of resources identified: No impacts to state listed species based on NHB review, Northern long-eared bat 4(d) consistency letter obtained, no FEMA floodplains adjacent to work, project qualifies for AoT Permit by Rule, meets Shoreland maintenance exemption with BMP's during construction, and 'No Potential to Cause Effect' cultural review determination.

Lori Sommer asked about any thoughts on the use of beaver deceivers to address the apparent beaver issue in the area? This method David said that had not been investigated, they are currently maintaining the grate and cleaning the debris when necessary. Matt verified with Lorie that the Departments understanding is the recent changes to the law allow beaver control devices without permitting, and this could be investigated once the pipe is installed.

Arin described Culvert 2 is located in a rural/residential area and is a stone box culvert which carries an un-named stream under Route 129. The NWI map shows no associated wetland, and field data collected shows the actual alignment of the stream. The proposed work is to extend the existing stone box culvert by approx. 4' to match the existing adjacent shoulder and preserve the roadway from additional deterioration. Stones from a similar and local culvert will be used to construct the extension. David explained the basic work plan of installation of a cofferdam at the inlet to stop the flow of water and dewatering will take place. Traffic will be maintained as alternating one-way. Stones will be placed for the extension, fabric will be placed over the stones and the shoulder will be restored. Erosion control and cofferdam will be removed.
Kristin commented that it appears the stream takes a sharp bend at the outlet, and David said this work is ahead of the bend. Arin commented that the course of the stream is likely influenced by the adjacent stone wall, but this project will not alter the stone wall. David said the approximate impact to streambed is 16 s.f. David Hicks commented that this project would likely qualify for "self-verification" from the ACOE which would require no reporting (<3,000 s.f.) Lori verified mitigation would not be required for this project. Kristin verified all work would be done in the ROW and David verified.

**NHB19-0758 & NHB19-1155; no impacts – Amy Lamb*

This project has not been previously discussed at the Monthly Natural Resource Agency Coordination Meeting.

Meredith, #41890
Russ presented a District 3 project to replace the culvert carrying Page Brook under Meredith Neck Road in Meredith, NH. The culvert is in poor condition. The headwall on the southerly side is cracked and breaking apart; a recent interim project repaired a separated and shifted northerly headwall. The existing culvert is 4.2' high x 4.8' wide. It will be replaced by a culvert 4' high x 8' wide, imbedded one foot with natural stream bed simulation. Approximately 180' north of the culvert Page Brook is blocked by a beaver dam creating a large pond. The wetland permit application identifies the prime wetland boundary near the beaver dam location. Lori asked if the prime wetland extended to the culvert. The town's Page Pond prime wetland map seems to indicate that it does.* There was also a question on the presence of species of concern. The NH NHB was contacted and reported no recorded occurrences for sensitive species near the project area. The USF WS was also contacted and reported two species: the northern long eared bat and small whorled pogonia. Follow-up indicated they had no concerns. It was determined that no mitigation would be required.

**Subsequent to the meeting, the Town of Meredith was contacted regarding the boundary of the Page Pond Prime Wetland. According to John Greenland, the town's code enforcement officer and zoning administrator, the prime wetland extends from the beaver pond, down Page Brook to the culvert at Meredith Neck Road. There is a requirement in RSA482-A:15,I-a, however, that a prime wetland needs to be at least 50 feet wide at its narrowest point. In this particular instance, Page Brook and its associated*

wetland is not 50' wide over most of its length from the beaver dam to the culvert, and the prime wetland boundary's location as shown on permit application's plan has been positioned to account for the width requirement.

*** Added by Kristin Duclos: RSA 482-A:15, I-a became effective on August 17, 2012. The 50-foot width requirement does not apply to prime wetlands designated before that date.*

**No NHB provided* –Amy Lamb

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Gilsum, #2019-01629
No minutes submitted to date.

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Portsmouth, #15731 (A000(909))
Christine Perron introduced the project, which involves the functional replacement of the barge wharf at the NH Port Authority Market Street Marine Terminal in Portsmouth to compensate for impacts caused by the new alignment of the Sarah Mildred Long Bridge. The project has been discussed at past meetings, as well as at a site review in April 2019 at the Port of NH. The purpose of today's discussion is to review permitting and mitigation.

Photos and site plans were reviewed. The project consists of:

- New wharf sections approximately 145 feet to the north and 60 feet to the south of the existing main wharf, requiring a total of 75 piles.
- Sections of sea wall will be necessary along the shore at the two new sections of deck.
- The small floating dock located to the north of the main wharf will be relocated.
- Dredging along the north end of the main wharf within a historically shallow area.
- Shoreside improvements including drainage, grading, and paving.

The status of the environmental review process was provided. Informal consultation on federally listed species was carried out and NOAA concurs with the determination that the project is not likely to adversely affect listed species or critical habitats. An Essential Fish Habitat Assessment was completed and NOAA provided conservation recommendations. Mike Johnson noted that he needed a response from FHWA on the recommendations he provided in order to conclude EFH consultation. Section 106 consultation on historic resources is complete. A NEPA document was prepared and FHWA recently issued concurrence on the NEPA document, signifying that the NEPA process is complete. This allows the project to move into final design and permitting.

Impacts below the Highest Observable Tide Line (HOTL) were reviewed:
Seawalls 1,280 SF
Piles 400 SF
Dredging = 55,000 SF

Dredge/fill impacts below HOTL total 56,680 SF (1.3 acres). The footprint of the new wharf sections will result in shading; this footprint totals 24,750 SF (0.6 acres).

Required permits were reviewed. The project will require a major impact Dredge & Fill permit from NHDES. It has been assumed that an Individual Section 404/Section 10 Permit would be required from the Corps. Mike Hicks asked C. Perron to send him plans via email so that he could discuss the project internally and confirm the need for an Individual Permit. He would also confirm the need for Section 408 approval due to the proximity of the project to the federal navigational channel. He noted that the Section 408 approval process would be separate from the Section 404 process.

If an Individual Permit is required from the Corps, the project will also require an individual Water Quality Certificate and a coastal zone consistency finding. Additional State permits will consist of a Shoreland Permit for impacts between the tidal buffer zone and 250' protected shoreland limit, as well as an Alteration of Terrain permit. Dave Price noted that impacts within the tidal buffer zone would also need to comply with Shoreland requirements.

There has been initial coordination with the US Coast Guard. No permits will be needed from the Coast Guard, but they will be kept informed of the project as it moves forward.

M. Hicks asked where the dredged material would be taken. C. Perron responded that the current plan is to take the material to Cape Arundel, an offshore disposal site.

D. Price asked if the wharf infill project would be included in permit applications. C. Perron explained that the infill is part of a separate project that consists of the rehabilitation of the main wharf and constructing a deck over the small area of open water between the shoreline and the main wharf. That project has funding from a different federal agency and has independent utility from the functional replacement project. The projects are also on different timelines. For these reasons, permitting for the two projects will remain separate.

Impacts requiring mitigation were reviewed. The total area of impact requiring mitigation is as follows:
Seawalls 1,280 SF
Dredging 55,000 SF
Wharf expansions (footprint of new wharf sections less the area of new piles to avoid double counting impacts) = 24,350 SF

A bridge pier from the Sarah Mildred Long bridge remains in the area of the northern wharf extension. The pier will be removed as part of this project. Since the footprint of the pier (525 SF) should not be considered an impact since it's a manmade structure, this area will be removed from the impact totals.

Based on the above impacts, the project will require mitigation for 80,105 SF (1.84 ac) of impact below HOTL.

To determine the monetary value of required mitigation, Lori Sommer confirmed that the impact from dredging should be entered into the ARM fund calculator as square feet of impact to a tidal resource. Remaining impacts will likely be entered as linear feet of impact to the river. Impacts will be reviewed in more detail with Lori to determine the most appropriate way to break out impacts for mitigation.

Proposed mitigation was reviewed. Funding toward the completion of the Cutts Cove living shoreline restoration project is proposed as mitigation for impacts resulting from the functional replacement project. Cutts Cove is located nearly adjacent to the Port of NH. The purpose of the restoration effort is to enhance mudflat habitat and replace an armored shoreline with salt marsh and natural tidal buffer zone that will allow for salt marsh migration as sea levels rise. The shoreline is located along the proposed Portsmouth

Gateway Park, scheduled to be completed this fall. The City of Portsmouth supports providing funding toward completing the restoration project and prefers that the work be completed this spring. The overall project is 800 LF of shoreline; 200 LF has been completed to date using an ARM fund grant.

The following is a summary of the Cutts Cove restoration:

Habitat	Functions & Values	Total proposed project	Completed to date	Remaining
Mudflat	Aquatic habitat	90,000 SF	~60,000 SF	~30,000 SF
Salt marsh	Wildlife habitat, aquatic habitat, sediment trapping	30,840 SF (800 LF)	~10,840 SF (200 LF)	~20,000 SF (600 LF)
TBZ	Wildlife habitat, marsh migration	11,500 SF	~2,300 SF	~9,200 SF

If there is agreement on using Cutts Cove as mitigation, the funding of Cutts Cove would be described in the permit application for the wharf project and the permit would be conditioned on the completion of the portion of the living shoreline project that is funded. The permit would specify this amount of funding would be the "not to exceed" dollar amount for mitigation.

M. Johnson asked if the Cutts Cove restoration completed to date meets mitigation criteria for impacts associated with the Sarah Mildred Long bridge project. C. Perron and L. Sommer clarified that mitigation for the SML project was completed via an in-lieu fee to the ARM Fund. UNH then applied for an ARM grant for Cutts Cove.

L.Sommer noted that funding for the next phase of Cutts Cove would go directly to UNH and would be considered permittee responsible mitigation for the Port of NH project. She stated that completing the restoration would be a great benefit to the area and would result in one of the largest living shoreline restoration efforts in the state. The funding level would be based on the ARM fund payment calculated for proposed impacts, and the permit would specify this amount as the "not to exceed" dollar amount for mitigation.

D. Price noted that the Cutts Cove project already has a permit for the entire 800 LF. UNH will likely need to amend the City of Portsmouth permit received for the park in order to allow for access to complete the shoreline project.

M. Hicks stated that he thought the proposed mitigation was reasonable.

It was noted that Mark Kern was not in attedance to comment on mitigation. C. Perron offered to follow up with Mark via email.

M. Johnson noted that he has no concerns with using Cutts Cove for mitigation for the functional replacement project. He stated that it met all criteria for mitigation, was adjacent to the impacts, the restoration was already underway, and it would result in good ecological outcomes.

D. Price commented that Chris Williams from the Coastal Program was not able to attend the meeting but did want to extend an invitation for the project to be presented again at the next Dredge Task Force meeting. Noah Elwood agreed that this would be beneficial and would follow up with Chris.

**NHB19-1845 Several wildlife species: American Eel, Atlantic Sturgeon, Peregrine Falcon, Shortnose Sturgeon. Requested to contact NH Fish and Game. –Amy Lamb*
This project has been previously discussed at the 6/20/2018 and 9/19/2018 Monthly Natural Resource Agency Coordination Meetings.

Lebanon TAP, #41366 (X-A004(617))
Darren Benoit, DuBois & King, gave an introduction to the project including the project locations and scope of work. There is one 950-foot segment of multi-use path proposed, along Lahaye Drive between Mt Support Road and NH Route 120. This is an important connection between Dartmouth Hitchcock Medical Center (DMHC) and commercial and new residential development east of NH Route 120. Anticipated construction is 2020.

The project is about to conclude the Preliminary Plans. Alternatives included a path on either side of Lahaye Drive mostly within the existing ROW. Due to adjacent wetlands, retaining wall alternatives were also developed to consider the balance between additional project cost and the corresponding potential reduction in wetland impacts. The preferred alternative is the north side of Lahaye Road without the retaining wall. Need for the project included an overall plan for Lebanon's alternative transportation plan showing the importance of this link within the DHMC neighborhood. All alternatives included wetland impacts and potential impacts to bat habitat. Project is NHB18-2003. No concerns were identified.

After the first meeting, D&K was to return with updated impacts and areas. Mitigation opportunities were also explored within the Lebanon region, but a good fit was not determined. Total wetland impacts were 17,221 sf with in lieu fee the likely mitigation.

Comments received:
Need to address erosion control adjacent the wetland. Review thresholds for AOT, CGP permits.

**NHB19-2313; no impacts – Amy Lamb*

This project was previously discussed at a Monthly Natural Resource Agency Coordination Meeting on 8/15/18.